The Bournal and Courier

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We cannot accept anonymous or return re-jected communications. In all cases the name of the writer will be required, not for publication, but as a guarantee of good faith. The honest voter will resent efforts to bribe him. Adam Turner, an undertaker, recently stood as a Parliamentary candidate for North Beifast, Ireland. He offered to "bury free" every

In banks put his money, \$1,000, in an best return we can make. We therefore oyster can. The other day he went to look at his money. He found the can and \$80 out of his \$1,000. Some banks that have "busted" have paid as much as eight per cent.

Baron de Zuylen, president of the Automabile company of Paris, is very horseless carriage. In Paris the number of vehicles drawn by horses is decreasing rapidly, and conveyances propelled by electricity are taking their place. The Baron asserts that the horse is no longer useful and must find place in the future simply as an ornament.

Visitors to the Chicago World's fair workshops constructed entirely of hollow glass bricks joined by an invisible colors, so that when the room was lighted a fairy-like appearance was glast journal-boxes for all its machinery, a glass floor, glass shingles on the roof and a chimney over 100 feet high built entirely of glass bricks.

Much has been written about the new experimental colony established at Fitzgerald, Georgia. One of the notable cumstances. Another colony, with similar restrictions, is soon to be establishbeing established on the Abbeyville and again. Wayeross railread, adjoining the Fitzgerald colony. In this no white people are to be allowed under any circum

It is asserted that if the present street done by horses instead of the trolley it would require 34,000 horses, 3,000 stablemen to take care of them, 15,000 blacksmiths to shoe them and 5,460,000 bushels of oats and 1,000,000 tons of hay to feed them annually. Then it would take thousands of blankets to cover them and hundreds of harness-makers to keep the horses equipped to do their work. If this is the change of conditions in only one city on account of the advent of the trolley, what an immense sum the aggregate in all the cities must

In the northern district of the province of Schleswig, adjoining Denmark, systematic excavations have been made for months past, and many ancient oaken coffins with their contents, all in a surprising state of preservation. have been recovered. The soil there is of a kind preserving not only the wood fiber but human remains, textile fabrics, weapons and ornaments in almost perfect condition. Some of these coffine are 1,500 or 1,600 years old, antedating the irruptions of the inhabitants of these moors, the Angles and Jutes, into Britain. The interesting finds give a very clear and comprehensive picture of the men who were the forefathers of the Anglo-Saxon race. In some of the bodies found whole organs were nearly intact, such as the heart or the liver. The features of the faces were still well defined, the woolen or hair stuffs, the carpets and rugs. the combs, knives, poniards and swords were in excellent condition.

An effort is being made to raise a fund for the purchase and presentation to the Corporation of London of the Bonaparte library. This celebrated the soul thereof, and that the increase philological collection was formed by the late Prince Louis Lucien Bonaparte, who devoted to its acquisition many years of his life, a considerable part of his fortune, and his extensive knowledge as a philologist of the highest repute. The library both during the life of its owner and since his decease has been placed freely at the service of scholars, to whom it has proved indispensable. It consists of over 25,000 printed books and a large number of valuable manuscripts, the later includ-

these departments the library is particularly rich and almost complete. He fterwards extended his purpose so as to include all the known languages of condition and sumptuously bound. English scholars are anxious to keep this valuable collection in their country and tope to secure it for the Guildhall IIbrary, where it would be easily accessible to all students. A committee, of which the Bishop of Stepney is chairman, and Mr. Henry Hucks Gibbs is reasurer, has been formed to achieve this result, and promises of support has been received from Lord Rothschild and others. The London corporation have undertaken to take charge of the library in the event of its being offered for their acceptance, and have agreed to provide for its accommodation at Guildhall.

KIND WORDS CAN NEVER DIE.

And when to immortality are joined the beauty, the grace and the fitness that mark the kind words of the Register we don't know what more need be wanted in the way of kind words. Therefore we are greatly pleased when we read in the Register that it watches man who would vote for him. He was every act of the Journal and Courier 'with love and admiration." These An Illinois farmer who had no faith kind words of the Register merit the take pleasure in saying that we watch every act of the Register with love.

DUST.

Soon, ah, too soon, will the famous and the infamous New Haven dust be blowing about the streets. In thought, of what is coming it is interesting to enthusiastic regarding the future of the read that Dr. E. J. Kuh of Chicago is convinced that taking cold is not so much the result of being chilled as is popularly supposed. He goes so far as and are to be of the most delicate crepe to call that idea a "superstition." He attributes colds very largely to dust ruffles of lace, and they wind around inhalation. "The slightest reflection," he says, "should convince us that the germ-laden particles floating about will remember seeing several offices and must, when inhaled, irritate and in- the close swathing of the neck may be flame throat and chest." He speaks of ensured. the "crying necessity of pure, dust-free cement, the bricks being of different and germ-free air." And he believes 'we shall never succeed in obtaining this in our cities until the public con made. A glass factory at Liverpool has sciousness is as thoroughly imbued rapidly spreading knowledge of the infectiousness of tuberculosis."

worst that Dr. Kuh or anybody else He's dead .- Yonkers Statesman. can say about such dust. And even if his theory doesn't happen to be true features of the colony is that negroes they know that the half has never been are not allowed in it under any cir- told in regard to the harm done by the of you, I remain your daughter, Molly." dust. It is to be hoped that no "deal" or anything else will stand in the way ed in Ware county, near Fitzgerald. of a vigorous attack upon the dust when Meantime a colony of colored people is it begins to blow about our streets

MORALITY IN BUSINESS.

Chicago, has made a stir by remarking that the standard of business morality in Chicago is perceptibly lower than it | Cincinnati Enquirer. car service of the city of St. Louis was was five years ago and is steadily sinking. He ought to know what he is talking about, and it appears to be generally admitted that he does. No effort has been made to show that his statement is not true and it has called out similar statements in regard to the condition of business morality in other cities. One of the Chicago papers, the News, makes a plausible explanation of the situation when it says: "That statement is simply another way of saying that the business affairs of Chicago have grown larger and more complicated in five years. Commercial development nowadays is generally along lines that lead away from the ethical ideal. A trust absorbs the material activity of a dozen individual concerns, but it doesn't gather to itself an atom of their morality. In a general way the vaster the enterprise becomes the more lightly the idea of personal moral obligation sits upon those who direct its affairs. They lose the sense of a personal tie which comes of personal experience of ness." The Chicago Inter-Ocean takes a narrower view of the matter. It says: that is simply enough. The excitement and speculative movement incident to the world's fair, the worry, temptation and strain incident to the panic, the flerce competition of a back. That's labor .- Zeligeist, their influence in demoralizing the weaker men in the commercial world, and their failures to meet obligations. or their evasions of plain business principles, possibly led to the embarrassment of those who held to the straight line, be the times what they might.

immorality in business seems to be that the bigger the corporation the smaller of big corporations is making business more wicked than it has been. Business is certainly business nowadays in this country, and if it has ever been less moral than it is now it was not very moral then. But people are not in business for their health, you know,

FASHION NOTES,

A Sufferer From Fashion's Fickleness. While all the world has been exploiting the recent discovery of a scientist

scripts. The Prince's original aim was penned the praises of the inventor that good and well-metaled roads to replace o make an exhaustive collection of discovered a way to prevent feathers authorities and examples illustrating from uncurling because of dampness. ils own special studies-viz, the Eng- It's been done, so a dealer in hat trimlish, French, Italian and Spanish dia- mings assures the writer, but the device ects, and the Basque language. In all consists of a finish that is applied only to new plumes. With this discovery comes the statement that plumes for general wear on hats will probably That is the way with discouraged. fashion! We have just become accusthe world. The books are in excellent tomed to plumes, have generally decided that the effects from them that at first seemed too startling are really beautiful, and now we are told to pass on to something else, told, too, in a tone that sounds like, "There, runaway, children, you're in the way.



In the new order of things there will be an attempt to revive trimming with whole birds. The artist contributes one of the first of these models. It's crown is draped emerald green velvet and its brim chenille braid. Two lace jabots are put at either side of the back, with two pink chrysanthemums toward the front. Immediately in front is placed a white owl with outstretched small wings, the tips extending over the edge of the hat on both sides. The brim is shorter in back than in front and is slightly rolled at the sides. The hat comes well over the forehead, which makes the owl look as if he were standing upright, and this with the outspread

wings gives a very striking effect. Directoire scarfs are again to be worn at least a yard and a half wide and four yards long. They are edged with deep and around the throat, tying in front with ends hanging down. Many of the them are made with the first wind the throat stiffened and shaped, that FLORETTE.

FATAL,

"You ask me to put von glass lager on shlate unt you drunk tree glasses, sin't it?" "That's all right; it only with these truths as it is with the proves there's more in me than you gave me credit for, see!"-Life.

Lady at the Door-I believe in my heart you are the same tramp I gave Those who have suffered from New a large plece of pie to a few days ago! Haven dust are prepared to believe the Tramp-No, ma'am; you're mistaken. "Dear father, we are all well and

The baby has grown ever so happy. much and has a great deal more sense than he used to have. Hoping the same -Tid-Bits.

"Ah, but it's his good record that stands in his way." "How?" "He has foolishly made it a point to pay cash for everything, and consequently hasn't the least bit of credit."-New York Dispatch.

"If you don't do something on this Marshall Field, the noted merchant of | bill before the 15th I intend to sue you." "Ah. And will you permit me to recommend Sharpe & Steele? I receive a percentage on all they get out of me."-

"That's a curious printer's error." said Mrs. Partridge. "The title of this book is printed "The Viking Age." "Well, why not?" asked Partridge.
"What ought it to be?" "Why, 'Biking
Age,' oughtn't it?"—Boston Globe.

Tenderfoot-What made Bill kill him? Pizenwood Pete-Well, yer see, Bill wuz drunk Tenderfoot-But there must have been some provocation? Pizenwood Pete-I sh'd say so; the galoot was tellin' Bill a good thing to sober up on! -Chicago Record. Wife (drearily)-Ah, me, the days of

chivalry are past. Husband-What's the matter now? Wifs-Sir Walter Raleigh laid his cloak on the ground for Queen Elizabeth to walk over, but you egt angry simply because poor. mother sat down on your hat.-Tit-Bits.

"Every experience of your life, my sald the solemn-faced visitor at the fail, "is for you to make the right use of it. Utter no complaint. Bear your punishment in silence. Take things as you find them."

"I allus do," said the dejected vagabond behind the bars. "That's how I got here."-World's Comic.

Canital and Labor .- A .- Political econ omy is a ticklish subject. A man has the numerous activities of their busi- to be wide-awake to understand all about it. For instance, the very ideas of capital and labor-Supposing I borrowed twenty marks from you; that about forty miles southeast of Cape would represent capital. sure. would be trying to get your money

persistently declining market, all had "I hope, Jennie, that you have given the lady to a servant girl who had ma'am," was the earnest reply. "I've been to two fortune-tellers and a lost at sea, clairvoyant, and looked in a sign-book, and dreamed on a lock of his hair and been to one of those asterrologers, and The favorite theory of the prevalent to a meedjum, and they all tell me to go ahead, ma'am, I ain't one to marry reckless-like, ma'am."-Tit-Bits,

> Delagon Bay. [From Chambers' Journal.]

The unfortunate selection of th swamp for the site of the town seems inexplicable when it is found that high land rises a quarter of a mile from the river bank and stretches far inland, The higher ground, thickly wooded and covered with short lawnlike grass, is composed of sand, the drift of untold centuries from the bay. The roads in this part of Lourenco Marques are for the most part sandy tracks, where the that makes possible photographs of hid-carriage and the Jincksha not at all; ing a unique collection of Basque manu- den objects, no powerful chronicler has but the government is now constructing ship.

these natural paths. Numerous villas have been built in this quarter; tasteful alternate with picturesque copses of native bush. Landward, the eye ranges over boundless expanse of pen parklike country, seaward over the sparkling waters of the bay; while the huddled town at the foot of the heights, the spacious river, and the shipping fill

up the nearer view. Seen from this

point, the natural advantages of Lour-

enco Marques are apparent to the most usual observation. It possesses a harbor unrivaled on the ontinent south of the equator. Delagoa Bay itself is almost landlocked, and sheltered from every breeze that blows except gales from the east, which selom occur; three navigable rivers flow into it from north, west and south, while its great expanse is ample enough to afford anchorage for the entire British fleet. English river, on which stands the town, is a mile in width where it enters the bay, and has a depth of water which enables warships to anchor within a stone's throw of the jetty, and ocean steamers of the largest

class to discharge their cargoes directly on the wharves. But these advantages nullified to a great extent by the apathy and incapacity of the Portuguese, who have shown themselves to be unable to cope with the growing influx of trade. The delays which occur in forwarding are so vexatious that merchants in the Transvaal still prefer the costller and longer but more expedilous route through Cape Colony and Natal.

In the hands of its present owners, Delagoa Bay is a useless and expensive possession, and the obvious advantages of the new railway are to a great extent ost. But if held by a progressive power, Lourenco Marques would develop at once into a first-class port, an invaluable coaling station, and a strategic na val base of the greatest importance. The power that holds Delogon Bay will dominate the coast from Cape Point to Guardafui, besides holding the key to the Internal trade of the wealthlest part of South Africa. To whom will it fall? The question is one which is daily debated throughout the length and breadth of the South African states, to all of which the question is one of vital inter-It-cannot long remain in the fee ble hands which hold it now, whose pretense of power is a mockery and a byeven among the native hordes they are supposed to control.

ROMANCES OF THE SEA.

Inexhaustible, Though Some Strange Happenings of Recent Days-Reports in the Unemotional Language of the Log Book That Furnish Plots for Novel Writers. (From the New York Times)

All romance has not faded from the sea, nor, indeed, has any considerable part of it, although this is the age of steam navigation, and the romance of triple screws, of mighty horse power, and of narrow waisted, mastless racers has not come yet, though it doubtless will come some day.

But the sea has not been divested of its marvels, its mysteries, or its tragedies. Its ever changing bosom is still replete with thrilling adventures, picturesque incidents and much else that goes to fill up the pages of maritime records and the debit sheets of the marine underwriters.

And rarely a week passes which does not supply from this fruitful source some material of which sea romances are made. Frequently these come in the shape of an unfinished chapter from some unwritten sea tragedy-ofttimes merely a pitiful finale with the preface unrecorded and unknown and the middle chapters to be guessed at. Such, for intsance, is contained in the

brief report made not long ago by Cap- ship under three lower topsalls at the bark Bertha Gray upon that vessel's heavy sea running. Time, 1 o'clock in arriving at this port. The report was the afternoon. Latitude, 34 degrees 25 made in the unemotional language of minutes north; longitude, 58 degrees 11 the log book and read as follows: On June 1, while in latitude 35 degrees

15 minutes north, longitude 73 degrees 20 minutes west, passed a ship's boat full of water, with corpse floating about in it. Boat about twenty feet in length, American build, painted white inside and out.

No other information could be had. the vessel simply having passed the object in the locality named. But what other hints are needed to aid the imaginative writer to weave a romance around the fate of the lone castaway and to picture the form in which death came to end the torture of the sufferer? CAN BUILD STORIES.

There are many of the class who go down to the sea in ships who will not require much help from the imagination to piece out the tragedy. From their own memories many can extract some vivid pictures of dire suffering, long drawn out; of slow foot. hours dragging by; an open boat, drifting helpless, manned by pale faced, wretched castaways, to whom every moment brings agony of hunger and more maddening torture of thirst. With these, of course, help was near, but it lay beyond the skirt of vision, and in many cases it did not come until the last

decimal of hope had gone. Somewhat similar to the case cited, is that recorded by the Marine Journal, of this city in a recent issue. A grewsome spectacle, the paper says, was passed at sea by the steamer Buckminster, To be Henry, recently. It was an uplifted In mid-Atlantic the vessel encountered B.-Then, after a while, you hand, raised above the water, with the fingers and thumb reaching upward. The wrist and lower half of the forearm "I hope, Jennie, that you have given the matter serious consideration," said piece of arm were swollen, as if they had been in the water some time. The "given notice" because she was to be Buckminster passed close to the object, married "that day two weeks." "Oh, I to see if it was attached to a body. It was probably the limb of a mariner

A TRUE STORY.

The story told by the officers of the bark Belpore, brought here by the cables and reproduced in a half dozen lines, is in itself a condensed novel of the sea. A man falls overboard during the height of a Cape Horn gale, a boat is lowered and sent to the rescue, and, after many hours of waiting for the boat's return, the Belpore abandons hope of rescue, and, being short handed, heads up the coast for a Chill port, hoping to replenish her crew. There are days of baffling head winds and seas, and heart breaking work by a short handed crew, and then after many days the vessel reaches harbor to find her old men, who had been cast upon the waters. The boat had picked up the man who had fallen overboard, and, having lost the Belpore in the thickness, steered for the coast of South America A northbound steamer rescued the men and landed them all in port a few days before the arrival there of their own

And there is the story of the schooner indies, for Providence, R. I., was a Nova Scotian vessel of new bulld and register. She had on board a valuable cargo. Off Nantucket Shoals, where she had been driven by a gale, she found perself in a hard stress of weather. A dangerous leak was sprung, the pumps became disabled, and finally the men bandoned all efforts to free the craft of water, believing that she was hope-lessly waterlogged. A distress signal was hoisted, and shortly afterward the American bark Christine Redman hove n sight and came to the rescue. The men of the Neva signified their wish to abandon the craft, and a perilous resue was successfully accomplished.

Mate Laurie of the Redman, who had een watching the operation, took a ong squint at the derellet after the rescued men had been brought on board his own vessel, and the observations satisfied him that the men of the Neva had been in too great a hurry to leave their vessel. He accordingly proposed to the captain of the Redman that he be allowed to make the attempt of bringing the Neva into port. The cap-tain had no objection and the mate induced two seamen of the bark to acompany him.

The enterprise was a perilous one, but he three hardy adventurers finally suc seeded in bringing their prize into port, and were handsomely rewarded their work by the salvage money, which smounted to \$12,000.

A MUTINOUS CREW. Another is the story of the bark J. H. Hamlen and that vessel's mutinous The voyage which brought her into history is as replete with thrilling situations and incidents as any ever volved from fancy. The mate, after enticing the crew to mutiny, made a proposition to Captain Dauphney to run into Bermuda, ostensibly for repairs, start the water pipes after getting into harbor, then call a survey, and after the officers had gone aboard, have the ship pumped out, surreptitiously turning on the water an hour or so later. That would have shown leaks enough to have justified the ordering of extensive repairs. As none were actually needed, the mate's scheme was to divide with the contractor who would pretend to do

The captain was brought to a sudden realization of imminent danger to himself and ship by the outspoken villalny of his mate. The latter, encouraged by the silence of his chief, who had been too much taken aback by the astonishing proposition to make reply, then hinted of the money to be made by running the vessel ashore on a Bermuda reef, and taking the risk of getting what they could from the wreckers.

The story of the trip from the time the captain was put on his guard, of how he narrowly escaped poisoning, his constant vigil to escape assassination, and the clever ruse by which he finally succeeded in defeating the plotters, keeping them in ignorance of their bearings, and making port at night, has, with little addition, all the material necessary for anexciting sea novel.

An entry made in the logbook of the ship Cyrus Wakefield is full of meaning to the sailor man. The book says that "William Mitchell, chief officer, was knocked overboard by the deep sea line; senger of the Nova Scotian | time; strong gale from the northwest; minutes west.

MAN OVERBOARD.

To the landsman that brief statement does not signify much. But the seaman will see in it a great deal that his shoregoing brother will miss. There is the ship, plunging and lifting over the swell, for swell there must be, since the vessel was under close storm canvas. The sudden cry of "Man overboard!" will come to him, and it requires only a small streak of immination for him to see in fancy that crew scrambling aft slong the wet and swiftly sloping deck. It is impossible to lower the lifeboat on account of the heavy sea that is running, and there is a glimpse of a pair of arms thrown in the air, to be lost the next moment behind a combing ridge.

A life buoy has been thrown to the swimmer, now far astern, and the line which was made fast to it was snaking in the water. The line pays out before the ship's headway has been checked. and the deep sea lead line is hurriedly bent on and then thrown in coils over the side. The half exhausted swimmer reaches the buoy, draws the circlet under his arms, a cheer goes up from his comrades as a lifting wave shows him with the buoy around his body, and then willing hands draw him through the tumbling seas to the deck.

Turning to incidents of another sort there is the account recently published of the British steamship Carlisle being lost in a maze of bergs while making a voyage from Rotterdam to this port. the ice pack, which her officials estimated to be sixty miles in extent. A PHANTOM FLEET.

A spectacular incident was that noted by Chief Officer Benson of the Morgan line steamship El Norte. The officer observed a phantom fleet riding high in the air while rounding Cape Hatteras one warm spring morning, a year

Mr. Benson says that he realized that it was a mirage that he was looking upon, but the singular part of the lilusion was the fact that every vessel was right side up. A well regulated mirage at sea generally reproduces images upside down. Officer Benson says he counted twenty-eight schooners and none of them was in the abnormal

position. According to the narrator there was a long, low lying bank of fog to the westward, and over this vapory sea was cured. Terrible headsalling the shadowy fleet. The hulls of some of the ships were seen, but other had long suffered are ships were clearly outlined, every spar and sail showing distinctly. For two hours, Mr. Benson says, the weird fleet wheeled and circled above the fog bank and then the sun dispersed the vapor, and the shadowy pictures faded. These are a few of the many incidents that during recent days have come within the notice of those who fare by the sea, This list could be extended almost indefinitely, but it is sufficient to show at druggists or by mail, ELY BROTHER The Tukw 16 Warren street, New York

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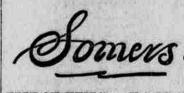
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